

AGENDA

DEPARTMENT OF TRANSPORTATION

TRANSPORTATION and NATURAL RESOURCES COMMITTEE STATE ADMINISTRATIVE BOARD

T&NR Meeting: September 14, 2005 – North Central Conference Room,
4th Floor, Treasury Building, 3:30 PM

State Administrative Board Meeting: September 20, 2005 - 1921 Department of Conservation Room,
7th Floor, Mason Building, 11:00 AM

SUBCONTRACTS

- | | | | |
|----|---|---|--|
| 1. | Michigan Paving &
Materials Company
1100 Market Avenue S.W.
Grand Rapids, MI 49503 | Low Bid:
Eng. Estimate:
% Under/Over Est.: | \$ 89,569.12
\$ 89,473.75
+ .1% |
|----|---|---|--|

Description of Work: Cold Milling and HMA Paving

Approval is requested to authorize the Ottawa County Road Commission to award a subcontract for cold milling and hot mix asphalt (HMA) paving on eastbound and westbound Old M-21 at Main Street in Ottawa County. The project was advertised, and three bids were received. The lowest bid was selected. The subcontract will be in effect from the date of award through September 30, 2006. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for the milling and resurfacing of a section of Old M-21 at Main Street in Ottawa County. Work will include pavement marking and minor traffic devices.

Benefit: Will provide for a reduction in annual maintenance costs and a safer driving surface.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: This contract is based on an estimated amount. If the actual cost is within 6 percent of the estimate, the extra can be paid without further State Administrative Board approval.

Risk Assessment: The pavement is in need of repair to make the road smoother and safer. Further deterioration of the pavement surface will increase the annual maintenance costs.

Cost Reduction: The project was competitively bid and advertised; the low bidder was selected.

Selection: Low bid.

New Project Identification: This is routine maintenance and not a new project.

Zip Code: 49503.

2.	Klett Construction	Low Bid:	\$ 67,200
	46046 Red Arrow Hwy.	Eng. Estimate:	\$ 66,000
	Paw Paw, MI 49079	% Under/Over Est.:	+ .1%

Description of Work: Cold Milling and HMA Paving

Approval is requested to authorize the Van Buren County Road Commission to award a subcontract for cold milling and hot mix asphalt (HMA) paving on various locations of I-94 in Van Buren County. The project was advertised, and two bids were received. The lowest bid was selected. The subcontract will be in effect from the date of award through September 30, 2005. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for the milling and resurfacing of various locations on I-94 from approximately mile marker 44 to mile marker 56 in Van Buren County.

Benefit: Will provide for a reduction in annual maintenance costs and a safer driving surface.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: This contract is based on an estimated amount. If the actual cost is within 6 percent of the estimate, the extra can be paid without further State Administrative Board approval.

Risk Assessment: The pavement is in need of repair to make the road smoother and safer. Further deterioration of the pavement surface will increase the annual maintenance costs.

Cost Reduction: The project was competitively bid and advertised; the low bidder was selected.

Selection: Low bid.

New Project Identification: This is routine maintenance and not a new project.

Zip Code: 49079.

CONTRACTS

3. HIGHWAYS (Real Estate) – Resolution “A” (Excess Exchange)
Tract 851, Control Section 44011, Parcel 548, Part A

The subject tract is located in the township of Lapeer, Lapeer County, Michigan, and contains approximately 17,214 square feet. The appraisal was completed by Charles Walker, an independent fee appraiser, on October 5, 2004, at \$4,400. The appraisal was reviewed by R. Michael Smith, Bay Region Property Specialist, on October 26, 2004, at the amount of \$4,400. The tract was approved for sale by Andrew Philp, Bay Region Real Estate Agent, on November 4, 2004, for the amount of \$4,400. MDOT is acquiring property adjacent to the subject tract from the Phyllis B. Cote Trust for the M-24 project. During negotiations, Ms. Cote indicated an interest in acquiring the subject tract owned by MDOT. She signed the option, subject to acquiring the subject tract. The subject tract does not meet local zoning requirements for future development. Ms. Cote is the only adjacent property owner. She agreed to settle in the amount of the appraised value of \$18,000 for her property, plus the acquisition of the subject tract valued at \$4,400. This negotiated agreement precludes additional expenses incurred if it becomes necessary to proceed with condemnation action. This transaction was approved for exchange by Andrew Philp, Bay Region Real Estate Agent, on June 8, 2005. The tract was not offered to the local municipalities prior to being offered to the public because it is part of an acquisition exchange. The property has been declared excess by the Bureau of Highways – Development.

\$4,400

Purpose/Business Case: The purpose of excess property sale or exchange contracts is to dispose of state-owned excess property by sale to state agencies, local units of governments, or private parties. The sale or exchange of excess property for other state-needed real estate interests returns revenue to the state or minimizes capital outlay.

Benefit: MDOT benefits by reducing the inventory of state-owned property and generating revenue or receiving other benefit.

Funding Source: N/A - revenue generating.

Commitment Level: Excess property is appraised to determine fair market value. The sale price or exchange value is based on that appraised value.

Risk Assessment: If excess property is not sold or exchanged, the amount of state revenue will be reduced.

Cost Reduction: The state does not accept less than appraised value.

Selection: N/A.

New Project Identification: N/A.

Zip Code: 48846.

4. HIGHWAYS - Increase Services and Amount

Amendatory Contract (2002-0171/A5) between MDOT and The Corradino Group, P.S.C., will provide for additional analysis and data collection services to be performed to obtain a record of decision (ROD) and will increase the contract amount by \$47,529. The additional services are needed because a local municipality affected by the project requested additional information. The original contract provides for the design of the I-75 freeway corridor in Oakland County (CS 63174 – JN 55776). The contract term remains unchanged, March 7, 2002, through April 1, 2006. The revised contract amount will be \$2,572,534. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for additional analysis and data collection services to be performed to obtain an ROD and to increase the contract amount by \$47,529. The additional services are needed because a local municipality affected by the project requested additional information.

Benefit: Will allow stakeholders to provide input on proposed improvements and will provide information on the impacts of proposed improvements on affected communities.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Not completing the requested service could result in the loss of needed improvements within the communities.

Cost Reduction: Costs in professional service contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed services.

Selection: N/A for amendment; qualifications-based for the original contract.

New Project Identification: This is not a new project.

Zip Code: 48328.

5. HIGHWAYS – Time Extension

Amendatory Contract (2002-0175/A4) between MDOT and Dunn Engineering Associates, P.C., will extend the contract term by two months to provide for continuous services while a newly advertised long-term contract is being processed. An extension of the existing control room operations contract will help ensure continuity and minimize disruption between control room operations contracts and will allow for more effective completion and closeout of projects and documentation that are currently under development and review. The replacement contract is scheduled to begin in late September 2005. The original contract provides for the development, implementation, and maintenance of methodologies and procedures to optimize the management and operation of the Michigan Intelligent Transportation Systems (MITS) in Detroit. The revised contract term will be February 6, 2002, through December 31, 2005. The contract amount remains unchanged at \$4,750,769.32. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for an extension of the existing control room operations contract to help ensure continuity and minimize disruptions between control room operations contracts.

Benefit: Will ensure continuous services that will provide for enhanced traffic operations and safety.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this extension is not approved, control room operations services and in-progress tasks that support control room operations may be disrupted, which could have a negative impact on traffic operations.

Cost Reduction: Costs in professional service contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A for amendment; qualifications-based for original contract.

New Project Identification: This is not a new project.

Zip Code: 48226.

6. HIGHWAYS - IDS Design Consultant Services

Authorization Revision (Z3/R3) under Contract (2003-0191) between MDOT and Alfred Benesch & Company will provide for the performance of additional design services, including the addition of a free flow loop ramp for southbound Walker Avenue to the eastbound I-96 movement, and will increase the authorization amount by \$34,534.79. The original authorization provides for the design of I-96 from 16th Avenue to Bristol Avenue in Wright and Tallmadge Townships and in the city of Walker, Ottawa and Kent Counties (CS 41026 - JN 53377C). The authorization term remains unchanged, February 20, 2004, through April 10, 2006. The revised authorization amount will be \$977,610.43. The contract term is April 10, 2003, through April 10, 2006. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for additional work, including a loop ramp for southbound Walker Avenue to the eastbound I-96 movement, realignment of eastbound on/off ramps, traffic signal additions/improvements, signage upgrades/revisions, and revised pavement markings at the Walker Avenue interchange. The completion of the interchange justification report (IJR) for the proposed loop ramp is required by FHWA. The region planning staff does not have the capacity to complete the IJR within the time frame required.

Benefit: Will provide for a better flow of traffic and reduce traffic back-ups and user delays at the Walker Avenue interchange. This revision will allow this project to remain on schedule.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this revision is not approved, traffic flow at this interchange will continue to deteriorate and user delays will increase. If the consultant is not approved to complete the IJR, the project will be delayed, which will affect time lines for project completion with FHWA approval.

* Denotes a non-standard contract/amendment

Cost Reduction: Costs in professional service contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A for revision; qualifications-based for original authorization.

New Project Identification: This is not a new project.

Zip Code: 49544.

7. HIGHWAYS - IDS Design Consultant Services

Authorization Revision (Z12/R1) under Contract (2003-0343) between MDOT and Parsons Brinckerhoff Michigan, Inc., will provide for additional design services to be performed for M-1 (Woodward Avenue) and will increase the contract amount by \$196,797.47. The original authorization provides for design services to be performed for eight miles of milling and resurfacing on M-1 from Big Beaver Road through the wide track loop, Oakland County (CS 63051,63151,63201 - JN 55659C). The authorization term remains unchanged, November 9, 2004, through August 22, 2006. The revised authorization amount will be \$996,599.31. The contract term is August 22, 2003, through August 22, 2006. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for the additional design services necessary to add a northbound right-turn lane at Long Lake Road, extend a crossover at Long Lake Road, change the method of patching to inlay for the wide track loop section, and realign the westbound approach at the intersection of M-59 and northbound wide track loop. During peak hours, northbound M-1 at Long Lake Road now operates at a poor level of service as northbound traffic queues significantly. Within the queues, rear-end crashes are now occurring. The addition of a northbound right-turn lane will provide for a safer environment. In addition, the traffic queues in the northbound to southbound crossover located immediately north of Long Lake Road on M-1 spill out into the through lane and through the intersection of Long Lake Road. Extending the crossover storage lane to accommodate the traffic queue is expected to provide a safer environment, as well. The condition of the pavement has deteriorated further than expected since the project was scoped. Pavement cores revealed that although the pavement is rapidly deteriorating on the surface, the base is in excellent condition. The cracked and failed joints in the pavement have become too close together to allow for typical patching, and the inlay method is now required. In reviewing these issues, MDOT has also decided to modify the design for a minor realignment of the westbound approach at the intersection of M-59 and northbound wide track loop in order to reduce the number of sideswipe crashes in the intersection. The original purpose of this project was to reconstruct and resurface M-1 so it would gain additional life that would allow it to last another ten to twenty years. These additional services meet that purpose with a higher level of quality and safety based on current conditions.

Benefit: Will address new safety concerns and the current conditions of the roadway.

Funding Source: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: New safety concerns and the current conditions of the roadway will not be addressed. It would not be wise to proceed to construction with design plans that are no longer adequate.

Cost Reduction: Costs in professional service contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A for revision; qualifications-based for original authorization.

New Project Identification: This is not a new project.

Zip Code: 48304.

8. HIGHWAYS - IDS Construction Engineering Services

Authorization (Z4) under Contract (2004-0104) between MDOT and NTH Consultants, Limited, will provide for inspection and testing services to be performed on an as needed basis for projects in the Southwest Region (CS various - JN various). The work items include bituminous construction inspection and testing services. The authorization will be in effect from the date of award through February 23, 2007. The authorization amount will be \$225,288.10. The contract term is February 23, 2004, through February 23, 2007. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Purpose/Business Case: To provide for as-needed inspection and testing services to be performed for construction projects in the Southwest Region (CS various - JN various).

Benefit: Will provide for inspection services that are required to satisfy state and federal guidelines for construction oversight and administration of highway construction projects.

Funding Source: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Failure to provide the services outlined could result in the loss of federal participation on this and subsequent highway construction projects.

Cost Reduction: Costs in professional service contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 49001.

9. HIGHWAYS - IDS Design Consultant Services

Authorization (Z15) under Contract (2004-0161) between MDOT and Bergmann Associates will provide for design services to be performed for the bridge widening improvements of structure (S19) and for the rehabilitation of M-53 to provide roadway safety of 0.70 miles, from 150 feet south of 11 Mile Road to 150 feet north of 11 Mile Road North in Warren Township, Macomb County (CS 50061 - JN 46103). The authorization will be in effect from the date of award through April 7, 2007. The authorization amount will be \$226,360.07. The contract term is April 7, 2004, through April 7, 2007. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Highway Funds.

Purpose/Business Case: To provide for design services to be performed for the bridge widening improvements of structure (S19) and for the rehabilitation of M-53 to provide roadway safety of 0.70 miles, from 150 feet south of 11 Mile Road to 150 feet north of 11 Mile Road North in Warren Township, Macomb County (CS 50061 - JN 46103). These improvements will provide for a safer and more efficient intersection at M-53 over I-696 and the service drives for turning movements of large trucks transporting materials to and from the nearby General Motors (GM) facility.

Benefit: Will provide for an improved pavement ride and safer traffic movements through this intersection by providing increased truck movement capacity to and from the nearby GM facility.

Funding Source: 90% Federal Highway Administration Funds, 10% State Restricted Highway Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Not authorizing/awarding this project could result in safety problems. If this work is not performed, congestion and truck turn bottlenecks will continue to pose problems at this intersection.

Cost Reduction: Costs in professional service contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48015.

* Denotes a non-standard contract/amendment

10. HIGHWAYS - IDS Design Consultant Services

Authorization (Z2) under Contract (2004-0173) between MDOT and Northwest Design Group, Inc., will provide for design services to be performed for US-45 northerly to M-28 (Bruce Crossing), Ontonagon County (CS 66031 - JN 75462C). The services will include design surveys, road design, traffic control, pavement marking plans, evaluation of existing signage, and subsurface geotechnical borings. The authorization will be in effect from the date of award through April 20, 2007. The authorization amount will be \$200,437.51. The contract term is April 20, 2004, through April 20, 2007. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for design services to be performed for US-45 northerly to M-28 (Bruce Crossing), Ontonagon County. The services will include design surveys, road design, traffic control, pavement marking plans, evaluation of existing signage, and subsurface geotechnical borings.

Benefit: Will improve safety and extend the service life of the roadway in accordance with MDOT's Five-Year Plan.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Without the proposed project, safety cannot be improved and the service life of the roadway cannot be extended; the roadway will continue to deteriorate.

Cost Reduction: Costs in professional service contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is a rehabilitation project.

Zip Code: 49912.

11. HIGHWAYS - IDS Design Consultant Services

Authorization (Z3) under Contract (2004-0173) between MDOT and Northwest Design Group, Inc., will provide for design services to be performed for US-45 from Bruce Crossing (M-28) to the Baltimore River, Ontonagon County (CS 66032 - JN 52868C). The services will include design surveys, road design, traffic control, pavement marking plans, evaluation of existing signage, and subsurface geotechnical borings. The authorization will be in effect from the date of award through April 20, 2007. The authorization amount will be \$123,389.09. The contract term is April 20, 2004, through April 20, 2007. Source of Funds: 82% Federal Highway Administration Funds and 18% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for design services to be performed for US-45 from Bruce Crossing (M-28) to the Baltimore River, Ontonagon County. The services will include design surveys, road design, traffic control, pavement marking plans, evaluation of existing signage, and subsurface geotechnical borings.

Benefit: Will improve safety and extend the service life of this roadway, in accordance with MDOT's Five-Year Plan.

Funding Source: 82% Federal Highway Administration Funds and 18% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Without the proposed project, safety cannot be improved and the service life of the roadway cannot be extended; the roadway will continue to deteriorate.

Cost Reduction: Costs in professional service contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is a rehabilitation project.

Zip Code: 49912.

12. HIGHWAYS – Increase Services and Amount, Extend Term

Amendatory Contract (2004-0316/A2) between MDOT and Wade-Trim/Associates, Inc., will provide for additional design services to be performed on M-85 (Fort Street), will increase the contract amount by \$270,839.90, and will extend the contract term by approximately seven months. The additional work items include the design for a new water main and storm sewer, the design for the bridge approaches, and additional traffic signal warrant studies. The original contract provides for design engineering services to be performed for the reconstruction of M-85 (Fort Street) from Sibley Road to Goddard Road, Wayne County (CS 82211 – JN 72409C). The revised contract term will be June 28, 2004, through June 30, 2006. The revised contract amount will be \$2,450,585.80. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for additional design engineering services to be performed on M-85 (Fort Street) from Sibley Road to Goddard Road in Wayne County. The additional drainage and municipal facilities will address recently identified issues that will arise during construction, based on the preferred pavement design. Related utility coordination issues will be addressed. The bridge approach design work will accommodate related bridge improvements in the same area and provide for the investigation of right-of-way issues. Traffic signal warrant studies were added with the first amendment, but the results require further investigation at the request of the local communities.

Benefit: Addressing these issues during the design phase is more cost effective than addressing them during the construction phase.

Funding Source: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Not addressing these issues now will increase the costs of the project during construction, which will cause the overall cost of the project to increase more than necessary.

Cost Reduction: Costs in professional service contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A for amendment; qualifications-based for original contract.

New Project Identification: This is not a new project.

Zip Code: 48126.

13. HIGHWAYS – Increase Services and Amount

Amendatory Contract (2004-0406/A1) between MDOT and Wade-Trim/Associates, Inc., will provide for additional design services to be performed on M-153 (Ford Road) and will increase the contract amount by \$176,594.26. The additional work items include the design for a new water main and storm sewer and the design for the bridge approaches. The original contract provides for design engineering services to be performed for the reconstruction of M-153 (Ford Road) from Mercury Drive to US-12 (Michigan Avenue), Wayne County (CS 82081 – JN 47066C). The contract term remains unchanged, August 27, 2004, through October 29, 2006. The revised contract amount will be \$1,311,734.99. Source of Funds: 81.85% Federal Highway Administration Funds, 15.88% State Restricted Trunkline Funds, 2.22% City of Dearborn (Act 51) Funds, and 0.05% City of Detroit (Act 51) Funds.

Purpose/Business Case: To provide for additional design engineering services to be performed on M-153 (Ford Road) from Mercury Drive to US-12 (Michigan Avenue) in Wayne County. The additional drainage and municipal facilities will address recently identified issues that will arise during construction, based on the preferred pavement design. The bridge approach design work will accommodate related bridge improvements in the same area.

Benefit: Addressing these issues during the design phase is more cost effective than addressing them during the construction phase. The problems will need to be addressed either way.

Funding Source: 81.85% Federal Highway Administration Funds, 15.88% State Restricted Trunkline Funds, 2.22% City of Dearborn (Act 51) Funds, and 0.05% City of Detroit (Act 51) Funds.

* Denotes a non-standard contract/amendment

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Not addressing these issues now will increase the costs of the project during construction, which will cause the overall cost of the project to increase more than necessary.

Cost Reduction: Costs in professional service contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A for amendment; qualifications-based for original contract.

New Project Identification: This is not a new project.

Zip Code: 48126.

14. HIGHWAYS - Cost Participation for Local Agency Construction Contract

Contract (2004-5192) between MDOT and the City of Romulus will provide for participation in the construction under contract by the City of the following Transportation Enhancement improvements:

Landscaping work along Merriman Road from approximately 0.15 miles south of Flynn Drive northerly to Ecorse Road, including tree planting, shrub planting, and flower planting work.

Estimated Funds:

Federal Highway Administration Funds	\$172,895
City of Romulus Funds	<u>\$172,895</u>
Total Funds	<u>\$345,790</u>

STE 82457 – 38624; Wayne County
Local Letting

Purpose/Business Case: To provide for participation in transportation enhancement activities under the Transportation Equity Act for the 21st Century (TEA-21).

Benefit: Beautification of the transportation system.

Funding Source: Federal Transportation Enhancement Activities Funds and City of Romulus Funds.

Commitment Level: 50% federal up to \$172,895 and the balance by the City of Romulus; based on estimate.

Risk Assessment: Contract required in order for City to receive these federal funds.

Cost Reduction: Low bid.

Selection: N/A; low bid for subcontract.

New Project Identification: New beautification of existing roadway.

Zip Code: 48174.

15. HIGHWAYS - Cost Participation for Local Agency Construction Contract
Amendatory Contract (2004-5293) between MDOT and the City of Pinconning will provide for participation in the construction under contract by the City of the following Transportation Enhancement improvements:

Bituminous pathway work along the Michigan Central Railroad right-of-way from the intersection of Second Street and Manitou Street northerly to River Street, along the Pinconning River from the Michigan Central Railroad right-of-way westerly to Highway M-13, along the Michigan Central Railroad right-of-way from approximately 250 feet north of the Pinconning River northerly to North Street, and along the Pinconning River from Water Street easterly and southerly to Pinconning Road, including landscaping work.

The purpose of this amendment is to modify the limits of the project (delete work along North Street from the Michigan Central Railroad right-of-way easterly to Water Street, along Water Street from North Street southerly of the Pinconning River, and along the Michigan Central Railroad right-of-way from River Street northerly to approximately 250 feet north of the Pinconning River), delete the pedestrian bridge work, reduce the maximum amount of federal funds from \$286,941 to \$254,442.96 to be applied to the eligible items of the project cost, and revise the project cost to reflect these changes. The project cost reflects the maximum amount in which the federal government will participate.

Estimated Funds:

	<u>ORIGINAL</u>	<u>AMEND.</u>	<u>TOTAL</u>
Federal Highway Administration Funds	\$286,941.00	\$(32,498.04)	\$254,442.96
City of Pinconning Funds	<u>\$106,128.87</u>	<u>\$(12,019.83)</u>	<u>\$ 94,109.04</u>
Total Funds	<u>\$393,069.87</u>	<u>\$(44,517.87)</u>	<u>\$348,552.00</u>

STE 09033 – 54930; Bay County
Amendment

Purpose/Business Case: To amend the original contract to modify the limits of the project, delete the pedestrian bridge work, reduce the maximum amount of federal funds to be applied to the eligible items of the project cost, and revise the project cost to reflect these changes.

Benefit: Revised contract will agree with the changes in scope and funding proposed by the City.

Funding Source: Federal Transportation Enhancement Activities Funds and City of Pinconning Funds.

Commitment Level: 73% federal up to \$254,442.96 and the balance by the City of Pinconning; based on estimate.

Risk Assessment: Without amendment, the City will receive more federal funds than it should based on the changes in scope of work proposed by the City.

Cost Reduction: N/A. (Original contract was for low bid.).

Selection: N/A.

New Project Identification: N/A. (Original contract was for new pedestrian and bicycle facility.)

Zip Code: 48650.

16. HIGHWAYS - Cost Participation for Local Agency Construction Contract
Contract (2004-5340) between MDOT and the City of Grand Rapids will provide for participation in the construction under contract by the City of the following Transportation Enhancement improvements:

Non-motorized pathway work along the Grand River from the Canal Street park to Leonard Street.

Estimated Funds:

Federal Highway Administration Funds	\$124,508.00
City of Grand Rapids Funds	\$ 46,050.91
Total Funds	<u>\$170,558.91</u>

STE 41401 – 58145; Kent County
Local Letting

Purpose/Business Case: To provide for participation in transportation enhancement activities under the Transportation Equity Act for the 21st Century (TEA-21).

Benefit: Will provide for pedestrian and bicycle facilities.

Funding Source: Federal Transportation Enhancement Activities Funds and City of Grand Rapids Funds.

Commitment Level: 73% federal up to \$124,508.00 and the balance by the City of Grand Rapids; based on estimate.

Risk Assessment: Contract required in order for City to receive these federal funds.

Cost Reduction: Low bid.

Selection: N/A; low bid for subcontract.

New Project Identification: New pedestrian and bicycle facilities.

Zip Code: 49503.

17. HIGHWAYS - IDS Construction Engineering Services
Authorization Revision (Z10/R1) under Contract (2005-0026) between MDOT and URS Corporation Great Lakes will provide for additional planned full construction engineering services (phase two) to be performed on M-85 and will increase the authorization amount by \$421,877.53. The original authorization provides for full construction engineering services to be performed for M-85 from Goddard Road to Schaefer Highway, Wayne County (CS 82211 - JN 75186A). The authorization term remains unchanged, April 25, 2005, through December 20, 2007. The revised authorization amount will be \$495,586.56. The contract term is December 20, 2004, through December 20, 2007. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for additional planned full construction engineering services (phase two) to be performed on M-85 from Goddard Road to Schaefer Highway in Wayne County. The work items remain unchanged and include project administration, inspection, quality assurance testing, and preparation and documentation of project records. The highway is in poor condition, and the repairs by the contractor will extend the life of the highway for about ten years.

Benefit: Will provide for the performance of construction engineering services that are required to satisfy state and federal guidelines for construction oversight and administration of highway construction projects.

Funding Source: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Failure to provide the services outlined would result in the loss of federal participation on this and subsequent highway construction projects.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A for revision; qualifications-based for original authorization.

New Project Identification: This is not a new project.

Zip Code: 48146.

18. HIGHWAYS - IDS Traffic & Safety Services

Authorization (Z22) under Contract (2005-0026) between MDOT and URS Corporation Great Lakes will provide for the performance of traffic signal optimization and program management services for M-8, M-10, M-53, and M-97 traffic signals within the Metro Region (CS 82900 - JN 83054A). The work items include updating the corridor signal progression plan with optimized traffic signal operations along each corridor. The authorization will be in effect from the date of award through December 20, 2007. The authorization amount will be \$271,158.76. The contract term is December 20, 2004, through December 20, 2007. Source of Funds: 100% Federal Highway Administration Funds.

Purpose/Business Case: To provide for traffic signal optimization and program management services to be performed for M-8, M-10, M-53, and M-97 traffic signals within the Metro Region (CS 82900 - JN 83054A). The work items include updating the corridor signal progression plan with optimized traffic signal operations along each corridor. MDOT timing permits will be produced from the optimization. The consultant will provide a follow-up analysis of the network system along with a safety analysis for each intersection.

Benefit: The benefit of authorizing this work now is that traffic in the corridor will flow more effectively and efficiently, which will result in reduced user delays and associated costs. The primary benefit is to provide a safer driving environment by reducing crashes.

Funding Source: 100% Federal Highway Administration Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Not authorizing this project could result in user delays and a risk of the loss of federal funding. A corridor with a lack of signal progression has been shown to have a higher number of crashes than a corridor with signal progression.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48075.

19. HIGHWAYS - IDS Design Consultant Services

Authorization (Z1) under Contract (2005-0084) between MDOT and U. P. Engineers and Architects, Inc., will provide for design services to be performed for M-69 from the Paint River easterly to M-95, Iron and Dickinson Counties (CS 36023 - JN 60281C). The services will include design surveys, road design, traffic control, pavement marking plans, evaluation of existing signage, and subsurface geotechnical borings. The authorization will be in effect from the date of award through March 3, 2008. The authorization amount will be \$134,925.92. The contract term is March 3, 2005, through March 3, 2008. Source of Funds: 82% Federal Highway Administration Funds and 18% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for design services to be performed for M-69 from the Paint River easterly to M-95, Iron and Dickinson Counties. The services will include design surveys, road design, traffic control, pavement marking plans, evaluation of existing signage, and subsurface geotechnical borings.

Benefit: Will improve safety and extend the service life of this roadway, in accordance with MDOT's Five-Year Plan.

* Denotes a non-standard contract/amendment

Funding Source: 82% Federal Highway Administration Funds and 18% State Restricted Trunkline Funds.
Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.
Risk Assessment: Without the proposed project, safety cannot be improved and the service life of the roadway cannot be extended; the roadway will continue to deteriorate.
Cost Reduction: Costs in professional service contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.
Selection: Qualifications-based.
New Project Identification: This is a rehabilitation project.
Zip Code: 49920.

20. HIGHWAYS - IDS Design Consultant Services

Authorization (Z2) under Contract (2005-0109) between MDOT and CH2M Hill Michigan, Inc., will provide for design and survey services to be performed for the rehabilitation of the I-94 business loop (Ann Arbor Road) from US-127 to I-94, Leoni Township, Jackson County (CS 38083 - JN 75212C). The authorization will be in effect from the date of award through April 8, 2008. The authorization amount will be \$265,071.38. The contract term is April 8, 2005, through April 8, 2008. Source of Funds: 100% State Restricted Highway Funds.

Purpose/Business Case: To provide for design services to be performed for the rehabilitation of the I-94 business loop (Ann Arbor Road) from US-127 to I-94, Leoni Township, Jackson County (CS 38083 - JN 75212C).
Benefit: Will provide for an improved pavement ride and improved condition and safety of the roadway.
Funding Source: 100% State Restricted Highway Funds.
Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.
Risk Assessment: Not authorizing/awarding this project could result in safety problems due to the deterioration of the road.
Cost Reduction: Costs in professional service contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.
Selection: Qualifications-based.
New Project Identification: This is not a new project.
Zip Code: 49201.

21. HIGHWAYS - IDS Design Consultant Services

Authorization (Z3) under Contract (2005-0109) between MDOT and CH2M Hill Michigan, Inc., will provide for design and survey services to be performed for the rehabilitation of I-94 over the I-94 business loop and of Sargent Road over I-94, Leoni Township, Jackson County (CSs 38101 and 38103 - JN 82605D). The authorization will be in effect from the date of award through April 8, 2008. The authorization amount will be \$175,048.72. The contract term is April 8, 2005, through April 8, 2008. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Highway Funds.

Purpose/Business Case: To provide for design and survey services to be performed for the rehabilitation of I-94 over the I-94 business loop and of Sargent Road over I-94, Leoni Township, Jackson County (CS 38083 - JN 75212C).
Benefit: Will provide for an improved pavement ride and improved condition and safety of the roadway.
Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Highway Funds.
Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.
Risk Assessment: Not authorizing/awarding this project could result in safety problems due to the deterioration of the road.
Cost Reduction: Costs in professional service contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 49201.

22. HIGHWAYS - IDS Design Consultant Services

Authorization (Z15) under Contract (2005-0126) between MDOT and Parsons Brinckerhoff Michigan, Inc., will provide for the performance of design services for the rehabilitation of I-69 for 3.75 miles from Range Road to Taylor Road in Port Huron and Kimball Townships, St. Clair County (CS 77023 - JN 52798). The work items include survey, drainage study, pavement marking plan, guardrail upgrade, and road design work, including ramp work. This authorization will be in effect from the date of award through April 5, 2008. The authorization amount will be \$657,618.39. The contract term is April 5, 2005, through April 5, 2008. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for the performance of design services for the rehabilitation of I-69 for 3.75 miles from Range Road to Taylor Road in Port Huron and Kimball Townships, St. Clair County. The roadway surface is in poor condition and nearing the end of its expected service life. This project will lengthen the life of the roadway and improve the quality of travel in this area.

Benefit: The service life of the roadway will be extended about fifteen years.

Funding Source: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Soon the roadway will deteriorate beyond saving the base, causing an early loss of the roadway. This will lead to the need for complete replacement.

Cost Reduction: Costs in professional service contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is a rehabilitation project.

Zip Code: 48074.

23. HIGHWAYS - IDS Traffic & Safety Services

Authorization (Z9) under Contract (2005-0137) between MDOT and Orchard, Hiltz & McCliment, Inc., will provide for the performance of traffic signal optimization and program management services for the M-97 and M-29 traffic signals in Macomb County (CS 50900 - JN 83049). The work items include updating the corridor signal progression plan with optimized traffic signal operations along each corridor. The authorization will be in effect from the date of award through April 5, 2008. The authorization amount will be \$206,681.63. The contract term is April 5, 2005, through April 5, 2008. Source of Funds: 100% Federal Highway Administration Funds.

Purpose/Business Case: To provide for the performance of traffic signal optimization and program management services for the M-97 and M-29 traffic signals in Macomb County (CS 50900 - JN 83049). The work items include updating the corridor signal progression plan with optimized traffic signal operations along each corridor. MDOT timing permits will be produced from the optimization. The consultant will provide a follow-up analysis of the network system, along with a safety analysis for each intersection.

Benefit: The benefit of authorizing this work now is that traffic in the corridor will flow more effectively and efficiently, which will result in reduced user delays and associated costs. The primary benefit is to provide a safer driving environment by reducing crashes.

Funding Source: 100% Federal Highway Administration Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Not authorizing this project could result in user delays and a risk of the loss of federal funding. A corridor with a lack of signal progression has been shown to produce a higher number of crashes than a corridor with signal progression.

Cost Reduction: Costs in professional service contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48310.

24. HIGHWAYS - IDS Construction Engineering Services

Authorization Revision (Z1/R1) under Contract (2005-0166) between MDOT and Wilcox Professional Services, LLC, will provide for the performance of additional inspection and testing services and will increase the authorization amount by \$207,432.46. The original authorization provides for inspection and testing services to be performed on an as needed basis in Clare, Isabella, Gratiot, Midland, and Genesee Counties (CS various - JN 79798A). The work items include bituminous construction inspection and testing services, Portland cement concrete construction inspection and testing services, density inspection and testing services, and staking services as needed. The authorization term remains unchanged, June 16, 2005, through April 5, 2008. The revised authorization amount will be \$292,432.81. The contract term is April 5, 2005, through April 5, 2008. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for the performance of additional as-needed inspection and testing services. The selection for this work included the engineer's estimate of \$390,000 but the authorization was only issued, at MDOT's discretion, for the original authorization amount of \$85,000.35. MDOT is now seeking to authorize the full amount.

Benefit: The constant availability of these as-needed services will ensure that construction schedules can be maintained and will result in a higher quality performance, which will lead to overall cost savings to MDOT, Michigan taxpayers, and local economies.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this revision is not approved, the services will not continue for the full time period. Lack of available inspection and staking services will significantly delay construction projects and possibly result in poor performance issues and higher costs.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A for revision; qualifications-based for original authorization.

New Project Identification: This is not a new project.

Zip Code: 48601.

25. HIGHWAYS - IDS Construction Engineering Services

Authorization (Z16/R1) under Contract (2005-0166) between MDOT and Wilcox Professional Services, LLC, will provide for the performance of additional full construction engineering services for the Rockford Rest Area building on southbound US-131 near Rockford, Kent County (CS 41132 - JN 55794A), and will increase the authorization amount by \$133,509.14. The work items include project administration, inspection, quality control testing, and preparation and documentation of project records. The original authorization provides for preliminary construction engineering services to be performed for the same location. The authorization term remains unchanged, August 18, 2005, through April 5, 2008. The revised authorization amount will be \$155,646.08. The contract term is April 5, 2005, through April 5, 2008. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for the performance of additional full construction engineering services for the Rockford Rest Area building on southbound US-131 near Rockford, Kent County. A small preliminary authorization was issued to provide emergency services, and this revision will cover the rest of the required construction engineering services for the entire construction project.

Benefit: Will ensure that the project is built to current MDOT and federal standards, which will result in a high quality product. The services will ensure that all parts of the construction are up to current MDOT standards.

Funding Source: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this revision is not approved, the construction of the Rockford Rest Area building will not have adequate project administration and inspection and testing, which could result in sub-standard work and a loss of federal funding.

Cost Reduction: Costs in professional service contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A for revision; qualifications-based for original authorization.

New Project Identification: Rehabilitation of existing facility.

Zip Code: 49341.

26. HIGHWAYS - IDS Design Consultant Services

Authorization (Z5) under Contract (2005-0218) between MDOT and Rowe, Inc., will provide for design services for a road design survey to be performed on the I-94/I-275 interchange in Wayne County (CS 82022 - JN 81378C). The work includes a ramp reconstruction project on the I-94/I-275 interchange. The authorization will be in effect from the date of award through May 4, 2008. The authorization amount will be \$182,883.51. The contract term is May 4, 2005, through May 4, 2008. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for a road design survey to be performed on the I-94/I-275 interchange.

Benefit: Will improve the pavement ride quality and the condition and safety of the roadway. The project will also reduce the long-term maintenance costs for this area.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this work is not approved, the project would be delayed indefinitely.

Cost Reduction: Costs in professional service contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48180.

27. HIGHWAYS - IDS Expert Witness Services

Authorization (Z1) under Contract (2005-0384) between MDOT and Trauner Consulting Services, Inc., will retroactively provide for expert witness analysis and testimony for the Office of the Attorney General on behalf of MDOT in conjunction with a pending court case (CS 77111 - JN 37294A) (26 days retroactive). The authorization will be in effect from August 26, 2005, through August 26, 2008. The authorization amount will be \$342,238. The contract term is August 26, 2005, through August 26, 2008. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for expert witness analysis and testimony for the Office of the Attorney General on behalf of MDOT in conjunction with a pending court case. These services are specifically requested by the Office of the Attorney General.

Benefit: The Office of the Attorney General will have an engineering perspective for this case, which will provide MDOT with a lower level of risk.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this authorization is not approved, MDOT will have an unacceptable level of risk as the consultant will not be able to continue to provide services for this case and the Office of the Attorney General will not have an engineering perspective available.

Cost Reduction: Costs in professional service contracts are based on an actual cost plus fixed fee basis, not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48909.

28. *HIGHWAYS – Intelligent Transportation Systems

Contract (2005-0385) between MDOT and URS Corporation Great Lakes will provide for the development, implementation, and maintenance of methodologies and procedures to optimize the management and operation of the Michigan Intelligent Transportation Systems (MITS) Center in Detroit, Michigan. The contract will be in effect from the date of award through three years. The contract amount will be \$4,332,836.80. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

MDOT is conducting negotiations with the metropolitan planning organizations to amend the Transportation Improvement Plan (TIP) to include these services. However, MDOT requests State Administrative Board approval to use 100 percent state funds for this contract if the TIP is not approved by September 30, 2005, in order to provide for uninterrupted services.

Purpose/Business Case: The MITS provide a wide range of data and services to internal and external stakeholders to help improve freeway operations through incident management and real time traffic information. External stakeholders include the Michigan Department of State Police and other public safety agencies. The MITS Center also provides closed circuit television feeds to the traffic-reporting media. MITS Center control room services provide the staff to deliver these services to the public.

Benefit: Will provide for continuous services that enhance traffic safety and mobility.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this contract is not approved, services benefiting stakeholders and motorists will be disrupted.

Cost Reduction: Costs in professional service contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48226.

* Denotes a non-standard contract/amendment

29. HIGHWAYS - IDS Engineering Services
Contract (2005-0535) between MDOT and Nowak & Fraus will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.
30. HIGHWAYS - IDS Engineering Services
Contract (2005-0544) between MDOT and Contract Specialists will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$50,000, and the maximum amount of any authorization will be \$50,000. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.
31. HIGHWAYS - Cost Participation for Local Agency Construction Contract
Contract (2005-5269) between MDOT, the Road Commission for Oakland County, and the Michigan Department of Natural Resources will provide for participation in the construction under contract by the County of the following Transportation Enhancement improvements:

Non-motorized pathway work for the Polly Ann Trail along the abandoned railroad right-of-way from Indianwood Road northerly and easterly to the Lakeville Road easement, along Lakeville Road from the abandoned railroad right-of-way easterly to the Oxford/Addison Township Line, and along the abandoned railroad right-of-way from the Oxford/Addison Township Line northeasterly to Bordman Road, including bridge construction work over Highway M-24.

Estimated Funds:

Federal Highway Administration Funds	\$ 1,871,759.00
Road Commission for Oakland County Funds	\$ 527,932.03
Total Funds	<u>\$ 2,399,691.03</u>

STE 63086 - 50887

Local Letting

Purpose/Business Case: To provide for participation in transportation enhancement activities under the Transportation Equity Act for the 21st Century (TEA-21).

Benefit: Will provide for pedestrian and bicycle facilities.

Funding Source: Federal Transportation Enhancement Activities Funds and Road Commission for Oakland County Funds.

Commitment Level: 80% federal up to \$1,871,759 and the balance by the Road Commission for Oakland County; based on estimate.

Risk Assessment: Contract required in order for the County to receive these federal funds.

Cost Reduction: Low bid.

Selection: Low bid.

New Project Identification: New pedestrian and bicycle facilities.

Zip Code: 48371.

32. HIGHWAYS - Cost Participation for Local Agency Construction Contract
Contract (2005-5376) between MDOT and the Village of Wolverine Lake will provide for participation in the construction under contract by the Village of the following Transportation Enhancement improvements:

Non-motorized pathway work along Benstein Road from McCoy Road northerly to DelMonte Road and for a connector path approximately 200 feet long linking the intersection of Benstein Road and Connecticut Road with an existing path within Clara Miller Park.

Estimated Funds:

Federal Highway Administration Funds	\$278,499
Village of Wolverine Lake Funds	<u>\$ 97,851</u>
Total Funds	<u>\$376,350</u>

STE 63057 – 76837; Oakland County
Local Letting

Purpose/Business Case: To provide for participation in transportation enhancement activities under the Transportation Equity Act for the 21st Century (TEA-21).

Benefit: Will provide for pedestrian and bicycle facilities.

Funding Source: Federal Transportation Enhancement Activities Funds and Village of Wolverine Lake Funds.

Commitment Level: 74% federal up to \$278,499 and the balance by the Village of Wolverine Lake; based on estimate.

Risk Assessment: Contract required in order for the Village to receive these federal funds.

Cost Reduction: Low bid.

Selection: Low bid.

New Project Identification: New pedestrian and bicycle path facilities.

Zip Code: 48390.

33. HIGHWAYS - Cost Participation for Local Agency Construction Contract
Contract (2005-5385) between MDOT and the City of Detroit will provide for participation in the construction under contract by the City of the following Transportation Enhancement improvements:

Non-motorized pathway and landscaping work along the abandoned railroad right-of-way from Jefferson Avenue to Gratiot Avenue, including grading, drainage, lighting, and bridge demolition work.

Estimated Funds:

Federal Highway Administration Funds	\$2,055,448
City of Detroit Funds	<u>\$ 513,862</u>
Total Funds	<u>\$2,569,310</u>

STE 82072 – 82619; Wayne County
Local Letting

Purpose/Business Case: To provide for participation in transportation enhancement activities under the Transportation Equity Act for the 21st Century (TEA-21).

Benefit: Will provide for pedestrian and bicycle facilities.

Funding Source: Federal Transportation Enhancement Activities Funds and City of Detroit Funds.

Commitment Level: 80% federal up to \$2,055,448 and the balance by City of Detroit; based on estimate.

Risk Assessment: Contract required in order for the City to receive these federal funds.

Cost Reduction: Low bid.

Selection: Low bid.

New Project Identification: New pedestrian and bicycle path.

Zip Code: 48207.

34. HIGHWAYS - Cost Participation for Local Agency Construction Contract

Contract (2005-5402) between MDOT and the City of Detroit will provide for participation in the construction under contract by the City of the following Transportation Enhancement improvements:

Streetscaping work along Woodward Avenue from Mack Avenue to Highway I-75, including tree planting, trash receptacle, and sidewalk work.

Estimated Funds:

Federal Highway Administration Funds	\$1,535,140
City of Detroit Funds	<u>\$ 383,785</u>
Total Funds	<u>\$1,918,925</u>

STE 82131 – 82618; Wayne County
Local Letting

Purpose/Business Case: To provide for participation in transportation enhancement activities under the Transportation Equity Act for the 21st Century (TEA-21).

Benefit: Beautification of transportation system.

Funding Source: Federal Transportation Enhancement Activities Funds and City of Detroit Funds.

Commitment Level: 80% federal up to \$1,535,140 and the balance by the City of Detroit; based on estimate.

Risk Assessment: Contract required in order for the City to receive these federal funds.

Cost Reduction: Low bid.

Selection: Low bid.

New Project Identification: New beautification of existing roadway.

Zip Code: 48201.

35. HIGHWAYS (Real Estate) - IDS Title Services

Contract (2005-0542) between MDOT and Fidelity National Title Insurance Company will provide for title searches, title insurance services, real estate closings, and escrow services for the acquisition of real estate to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$100,000, and the maximum amount of any authorization will be \$50,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

36. *HIGHWAYS (Real Estate) - Airspace License Agreement

Contract (2005-0549) between MDOT and Waste Management, Inc., will provide for rents to be paid to MDOT for occupancy of highway right-of-way in Detroit, Michigan. Waste Management, Inc., located at 1550 Harper Street, Detroit, owns the land on both sides of the right-of-way of elevated I-94. The licensed property is located on MDOT right-of-way under elevated I-94 and will provide for accessibility for licensee vehicles to drive over the right-of-way to access licensee property. The license permits the licensee to cross state-owned right-of-way between piers 10-11 and 17-18 and to park licensee vehicles between piers 18 and 19. The license will be in effect from the date of award through one year. This is a revenue contract; MDOT will receive \$29,000 per year for the license.

Purpose/Business Case: To provide for the use and occupancy of state-owned right-of-way under elevated I-94 in Detroit, Michigan.

Benefit: MDOT will receive revenue for the license agreement.

Funding Source: N/A - revenue generating.

Commitment Level: The license has been appraised to determine fair market value.

Risk Assessment: No discernable risk.

Cost Reduction: The state will not accept less than appraised value of the license.

Selection: N/A.

New Project Identification: N/A.

Zip Code: 48221.

37. MULTI-MODAL – Railroad Force Account Work

Authorization (58012-85404) under Master Agreement (94-1053), dated April 24, 1995, between MDOT and Norfolk Southern Railway (NS) will provide funding for the installation of new side-of-street flashers, a full-roadway gate, and appropriate activation circuitry at NS's grade crossing of East Sixth Street in the city of Monroe, Michigan. This work, to be undertaken as part of MDOT's annual grade crossing safety enhancement prioritization program, will improve motorist safety. The authorization will be issued under the provisions of the Master Agreement and a local agency application submitted by the City of Monroe and approved on May 20, 2005. The cost of the project is estimated at \$148,400. Source of Funds: Federal Highway Administration Funds - \$118,720; FY 2005 State Restricted Trunkline Funds - \$29,680.

Purpose/Business Case: To provide for the installation of new side-of-street flashers, a full-roadway gate, and appropriate activation circuitry at the existing grade crossing of NS with East Sixth Street in the city of Monroe, Michigan. This installation is ordered for public safety under the provisions of MCLA 462.301.

Benefit: The work is being undertaken for the sole purpose of enhancing motorist safety. The installation of new side-of-street flashers, a full-roadway gate, and appropriate activation circuitry was determined necessary by a team that included representatives of the local road authority, the operating railroad, and MDOT's Rail Safety Section.

Funding Source: Funding for this project is provided from state and federal dedicated grade crossing safety funds appropriated under the provisions of MCLA 247.660(1) (a) and U.S. Code Title 23, Section 130, respectively. Federal Highway Administration Funds - \$118,720; FY 2005 State Restricted Trunkline Funds - \$29,680.

Commitment Level: The authorization amount is based on NS's detailed estimate and will be paid on a force account basis.

Risk Assessment: The existing warning devices, consisting of passive crossbuck signs, do not provide any visual indication of train approach and there is no physical barrier to block the crossing upon train approach. The installation of active warning devices will provide a visual notification and a physical barrier when a train is approaching the crossing, enhancing safety for motorists.

Cost Reduction: The work will be performed by NS on a force account basis, so MDOT will reimburse only the actual costs incurred. Ongoing maintenance will be the joint responsibility of NS and the City of Monroe.

Selection: N/A.

New Project Identification: This is an upgrade to an existing crossing.

Zip Code: 48161.

* Denotes a non-standard contract/amendment

38. ***MULTI-MODAL - Section 5311 Operating Revenue Grant**
Amendatory Contract (2005-0025/A1) between MDOT and the Federal Transit Administration (FTA) will provide additional funding of \$1,681,270 for the FY 2005 Federal Section 5311 Nonurbanized Area Formula Operating Program grant. The additional funding reflects the amount authorized and available under the federal reauthorization. The revised grant amount will be \$8,088,046. The contract term remains unchanged, October 1, 2004, through September 30, 2005. Source of Funds: Federal Transit Administration Funds - \$8,088,046.

Purpose/Business Case: To provide for \$1,681,270 in additional funding for the FY 2005 Section 5311 Operating Assistance Program.

Benefit: Increased public safety through improved transportation services.

Funding Source: Federal Transit Administration Funds - \$8,088,046.

Commitment Level: Grant amount is based on cost estimates.

Risk Assessment: The risk of not awarding this grant amendment is the loss of federal funds.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is an amendment to an existing grant.

Zip Code: 48909.

39. **MULTI-MODAL (Aeronautics) - Land Acquisition**
Contract (2005-0528) between MDOT and the Livingston County Board of Commissioners will provide federal and state grant funds for the land acquisition costs of parcels 39 and 47 at the Livingston County Airport in Howell, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$56,000. Source of Funds: FAA Funds (via block grant) - \$44,800; State Restricted Aeronautics Funds - \$9,800; Livingston County Funds - \$1,400.

Purpose/Business Case: To provide for the land acquisition costs of parcels 39 and 47. The costs include phase I environmental site assessment, appraisal and appraisal review, and acquisition, closing, and demolition costs.

Benefit: Acquiring the land will allow the future runway extension project to move forward and ensure a safe approach to the airport that is free of existing or future obstructions.

Funding Source: FAA Funds (via block grant) - \$44,800; State Restricted Aeronautics Funds - \$9,800; Livingston County Funds - \$1,400; Contract Total - \$56,000.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not awarded, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

Cost Reduction: The consultant was chosen in accordance with FAA guidelines. The contract was reviewed by an MDOT real estate specialist for appropriateness and cost reductions.

Selection: N/A.

New Project Identification: This is a new project at an existing facility.

Zip Code: 48855.

40. MULTI-MODAL (Aeronautics) - Land Acquisition

Contract (2005-0530) between MDOT and the Southwest Michigan Regional Airport Authority (SMRAA) will provide federal and state grant funds for the land acquisition costs of approximately 100 parcels at the Southwest Michigan Regional Airport in Benton Harbor, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$2,105,263. Source of Funds: FAA Funds (via block grant) - \$1,684,210; State Restricted Aeronautics Funds - \$368,421; SMRAA Funds - \$52,632.

Purpose/Business Case: To provide for the land acquisition costs of approximately 100 parcels in the Benton Heights area (Phase 2). The project includes additional acquisition and relocation costs needed to complete Phase 2.

Benefit: Acquiring the land will allow the airport to extend the runway to 6,000 feet. The additional runway length will allow aircraft with heavier payloads and additional fuel to use the airport in adverse weather conditions.

Funding Source: FAA Funds (via block grant) - \$1,684,210; State Restricted Aeronautics Funds - \$368,421; SMRAA Funds - \$52,632; Contract Total - \$2,105,263.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not awarded, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

Cost Reduction: All land acquisition costs are in accordance with 49 CFR, Part 24, Uniform Relocation and Real Property Acquisition for Federal and Federally-Assisted Programs.

Selection: N/A.

New Project Identification: This is Phase 2 of an existing project.

Zip Code: 49022.

41. MULTI-MODAL (Aeronautics) - Airport Layout Plan Update

Contract (2005-0531) between MDOT and the City of Sault Ste. Marie will provide state grant funds for the update of the airport layout plan (ALP) at the Sault Ste. Marie-Municipal Sanderson Airport in Sault Ste. Marie, Michigan. The contract will be in effect from the date of award through three years. The estimated project amount will be \$34,000. Source of Funds: State Restricted Aeronautics Funds - \$30,600; City of Sault Ste. Marie Funds - \$3,400.

Purpose/Business Case: To provide for the update of the ALP.

Benefit: The updated ALP document will meet current Federal Aviation Administration standards and requirements.

Funding Source: State Restricted Aeronautics Funds - \$30,600; City of Sault Ste. Marie Funds - \$3,400; Contract Total - \$34,000.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not awarded, the project may not proceed as planned, as the local government cannot afford the cost without state participation.

Cost Reduction: The consultant contract was reviewed by MDOT personnel for appropriateness and further cost reductions.

Selection: N/A.

New Project Identification: This is for the update of an existing document.

Zip Code: 49783.

42. MULTI-MODAL (Aeronautics) - Construction of Airport Improvements

Contract (2005-0532) between MDOT and the Kalamazoo County Board of Commissioners will provide federal and state grant funds for improvements to the runway safety area (RSA) on runway 17/35, the installation of animal control fencing, and the relocation and/or replacement of the navigational aids on runway 35 at the Kalamazoo/Battle Creek International Airport in Kalamazoo, Michigan. Federal funds will be made available through a grant from the Federal Aviation Administration (FAA) for this primary airport. The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$2,694,737. Source of Funds: FAA Funds - \$2,560,000; State Restricted Aeronautics Funds - \$67,368; Kalamazoo County Funds - \$67,369.

Purpose/Business Case: The project includes improvements to the RSA on runway 17/35, including a 400-foot runway shift, marking, and lighting; the installation of 3,100 feet of animal control fencing, including gates; and reimbursement for the relocation and/or replacement of the navigational aids on runway 35.

Benefit: The RSA improvements and fencing will enhance the safety of airport users. The relocation of the navigational aids is necessary for the runway shift.

Funding Source: FAA Funds - \$2,560,000; State Restricted Aeronautics Funds - \$67,368; Kalamazoo County Funds - \$67,369; Contract Total - \$2,694,737.

Commitment Level: The airport sponsor is obligated by past grants to maintain federal planning, development, and safety standards.

Risk Assessment: If the contract is not awarded, the local sponsor will have to proceed without federal or state assistance. A delay in the project would prompt a citation by the federal compliance inspector and affect the receipt of future grants for this airport.

Cost Reduction: The construction will be procured through federal procurement guidelines and awarded to the lowest bidder.

Selection: N/A.

New Project Identification: The RSA improvements, runway shift, and fencing are new work. The funding for navigational aids relocation/replacement is reimbursement for work completed by FAA personnel. The percentage of new work is 80 percent.

Zip Code: 49002.

43. MULTI-MODAL (Aeronautics) - Electrical System Upgrade

Contract (2005-0533) between MDOT and the City of Monroe will provide federal and state grant funds for the upgrade of the electrical system at the Monroe Custer Airport in Monroe, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$452,150. Source of Funds: FAA Funds (via block grant) - \$361,720; State Restricted Aeronautics Funds - \$79,126; City of Monroe Funds - \$11,304.

Purpose/Business Case: To provide for the upgrade of the electrical system at the Monroe Custer Airport.

Benefit: The existing electrical system is old and unreliable. The upgrades will make the system more reliable for aircraft use and will tie all airfield electrical components together.

Funding Source: FAA Funds (via block grant) - \$361,720; State Restricted Aeronautics Funds - \$79,126; City of Monroe Funds - \$11,304; Contract Total - \$452,150.

Commitment Level: The contract is for a fixed cost.

* Denotes a non-standard contract/amendment

Risk Assessment: If the contract is not awarded, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

Cost Reduction: The construction was bid through MDOT and awarded to the lowest bidder. There were two bidders.

Selection: N/A.

New Project Identification: This is for the upgrade of an existing system.

Zip Code: 48161.

44. MULTI-MODAL (Aeronautics) - Design for Wetland Mitigation

Contract (2005-0536) between MDOT and the Ionia County Board of Commissioners will provide federal and state grant funds for design engineering services for wetland mitigation at the Ionia County Airport in Ionia, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$27,000. Source of Funds: FAA Funds (via block grant) - \$24,299; State Restricted Aeronautics Funds - \$1,350; Ionia County Funds - \$1,351.

Purpose/Business Case: To provide the engineering plans for the mitigation of wetlands disturbed during a runway extension project.

Benefit: Will provide a design that meets all federal and state safety and airport design standards. The project will also satisfy the requirements of the Michigan Department of Environmental Quality (MDEQ) for wetlands.

Funding Source: FAA Funds (via block grant) - \$24,299; State Restricted Aeronautics Funds - \$1,350; Ionia County Funds - \$1,351; Contract Total - \$27,000.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not awarded, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

Cost Reduction: The consultant contract will be reviewed by MDOT personnel for appropriateness and additional cost reductions.

Selection: N/A.

New Project Identification: This work is required by MDEQ.

Zip Code: 48846.

45. MULTI-MODAL (Aeronautics) - Airport Pavement Marking

Contract (2005-0537) between MDOT and Marine City Aviation will provide state grant funds for airport pavement marking at the Marine City Airport in Marine City, Michigan. The contract will be in effect from the date of award through eighteen months. The estimated project amount will be \$2,500. Source of Funds: State Restricted Aeronautics Funds - \$1,250; Marine City Aviation Funds - \$1,250.

Purpose/Business Case: To provide for the routine marking of airport pavements.

Benefit: The Federal Aviation Administration requires that airport pavements be marked by paint. This marking indicates the centers and edges of runways, taxiways, and aprons, as well as where to stop and which runway the aircraft is approaching. Routine marking of the pavements is necessary for the markings to be clear. A program is in existence that encourages and helps airports paint the markings for their pavements.

Funding Source: State Restricted Aeronautics Funds - \$1,250; Marine City Aviation Funds - \$1,250; Contract Total - \$2,500.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not awarded, the project may not proceed as planned, as the local government may not be able to afford the cost at this time without state participation.

Cost Reduction: The construction was bid through MDOT and awarded to the lowest bidder. There were three bidders.

Selection: N/A.

New Project Identification: This is routine maintenance.

Zip Code: 48039.

46. MULTI-MODAL (Aeronautics) - Airport Crack Sealing

Contract (2005-0538) between MDOT and the City of Clare will provide state grant funds for airport crack sealing at the Clare Municipal Airport in Clare, Michigan. The contract will be in effect from the date of award through eighteen months. The estimated project amount will be \$2,400. Source of Funds: State Restricted Aeronautics Funds - \$1,200; City of Clare Funds - \$1,200.

Purpose/Business Case: To provide for the routine sealing of cracks in airport pavements.

Benefit: Cracks routinely occur in pavement. Periodic sealing of these cracks extends the life of a pavement. A program is in existence that encourages and helps airports to seal the cracks in their pavements. This maintenance will reduce future repairs and rehabilitation costs.

Funding Source: State Restricted Aeronautics Funds - \$1,200; City of Clare Funds - \$1,200; Contract Total - \$2,400.

Commitment Level: The contract has a fixed cost for construction.

Risk Assessment: If the contract is not awarded, the project may not proceed as planned, as the local government cannot afford the cost at this time without state participation.

Cost Reduction: The construction was bid through MDOT and awarded to the lowest bidder. There were five bidders.

Selection: N/A.

New Project Identification: This is routine maintenance.

Zip Code: 48617.

47. MULTI-MODAL (Aeronautics) - Airport Crack Sealing

Contract (2005-0539) between MDOT and the County of Oakland will provide state grant funds for airport crack sealing at the Oakland/Troy Airport in Troy, Michigan. The contract will be in effect from the date of award through eighteen months. The estimated project amount will be \$6,000. Source of Funds: State Restricted Aeronautics Funds - \$3,000; Oakland County Funds - \$3,000.

Purpose/Business Case: To provide for the routine sealing of cracks in airport pavements.

Benefit: Cracks routinely occur in pavement. Periodic sealing of these cracks extends the life of a pavement. A program is in existence that encourages and helps airports to seal the cracks in their pavements. This maintenance will reduce future repairs and rehabilitation costs.

Funding Source: State Restricted Aeronautics Funds - \$3,000; Oakland County Funds - \$3,000; Contract Total - \$6,000.

Commitment Level: The contract has a fixed cost for construction.

Risk Assessment: If the contract is not awarded, the project may not proceed as planned, as the local government cannot afford the cost at this time without state participation.

Cost Reduction: The construction was bid through MDOT and awarded to the lowest bidder. There were five bidders.

Selection: N/A.

New Project Identification: This is routine maintenance.

Zip Code: 48327.

48. MULTI-MODAL (Aeronautics) - Airport Crack Sealing
Contract (2005-0540) between MDOT and the County of Oakland will provide state grant funds for airport crack sealing at the Oakland/Southwest Airport in New Hudson, Michigan. The contract will be in effect from the date of award through eighteen months. The estimated project amount will be \$13,500. Source of Funds: State Restricted Aeronautics Funds - \$6,750; Oakland County Funds - \$6,750.
- Purpose/Business Case:** To provide for the routine sealing of cracks in airport pavements.
Benefit: Cracks routinely occur in pavement. Periodic sealing of these cracks extends the life of a pavement. A program is in existence that encourages and helps airports to seal the cracks in their pavements. This maintenance will reduce future repairs and rehabilitation costs.
Funding Source: State Restricted Aeronautics Funds - \$6,750; Oakland County Funds - \$6,750; Contract Total - \$13,500.
Commitment Level: The contract has a fixed cost for construction.
Risk Assessment: If the contract is not awarded, the project may not proceed as planned, as the local government cannot afford the cost at this time without state participation.
Cost Reduction: The construction was bid through MDOT and awarded to the lowest bidder. There were five bidders.
Selection: N/A.
New Project Identification: This is routine maintenance.
Zip Code: 48327.
49. MULTI-MODAL (Aeronautics) - Airport Crack Sealing
Contract (2005-0541) between MDOT and the County of Oakland will provide state grant funds for airport crack sealing at the Oakland County International Airport in Pontiac, Michigan. The contract will be in effect from the date of award through eighteen months. The estimated project amount will be \$20,000. Source of Funds: State Restricted Aeronautics Funds - \$10,000; Oakland County Funds - \$10,000.
- Purpose/Business Case:** To provide for the routine sealing of cracks in airport pavements.
Benefit: Cracks routinely occur in pavement. Periodic sealing of these cracks extends the life of a pavement. A program is in existence that encourages and helps airports to seal the cracks in their pavements. This maintenance will reduce future repairs and rehabilitation costs.
Funding Source: State Restricted Aeronautics Funds - \$10,000; Oakland County Funds - \$10,000; Contract Total - \$20,000.
Commitment Level: The contract has a fixed cost for construction.
Risk Assessment: If the contract is not awarded, the project may not proceed as planned, as the local government cannot afford the cost at this time without state participation.
Cost Reduction: The construction was bid through MDOT and awarded to the lowest bidder. There were five bidders.
Selection: N/A.
New Project Identification: This is routine maintenance.
Zip Code: 48327.

50. MULTI-MODAL (Aeronautics) - Airport Crack Sealing

Contract (2005-0543) between MDOT and the Hastings City/Barry County Airport Commission will provide federal and state grant funds for airport crack sealing at the Hastings City/Barry County Airport in Hastings, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$50,000. Source of Funds: FAA Funds (via block grant) - \$40,000; State Restricted Aeronautics Funds - \$8,750; Hastings City/Barry County Airport Commission Funds - \$1,250.

Purpose/Business Case: To provide for the routine sealing of cracks in airport pavements.

Benefit: Cracks routinely occur in pavement. Periodic sealing of these cracks extends the life of a pavement. A program is in existence that encourages and helps airports to seal the cracks in their pavements. This maintenance will reduce future repairs and rehabilitation costs.

Funding Source: FAA Funds (via block grant) - \$40,000; State Restricted Aeronautics Funds - \$8,750; Hastings City/Barry County Airport Commission Funds - \$1,250; Contract Total - \$50,000.

Commitment Level: The contract has a fixed cost for construction.

Risk Assessment: If the contract is not awarded, the project may not proceed as planned, as the local government cannot afford the cost at this time without state participation.

Cost Reduction: The construction was bid through MDOT and awarded to the lowest bidder. There were five bidders.

Selection: N/A.

New Project Identification: This is routine maintenance.

Zip Code: 49058.

51. MULTI-MODAL (Aeronautics) - Airport Crack Sealing

Contract (2005-0545) between MDOT and the Wexford County Airport Authority will provide federal and state grant funds for airport crack sealing at the Wexford County Airport in Cadillac, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$30,000. Source of Funds: FAA Funds (via block grant) - \$24,000; State Restricted Aeronautics Funds - \$5,250; Wexford County Airport Authority Funds - \$750.

Purpose/Business Case: To provide for the routine sealing of cracks in airport pavements.

Benefit: Cracks routinely occur in pavement. Periodic sealing of these cracks extends the life of a pavement. A program is in existence that encourages and helps airports to seal the cracks in their pavements. This maintenance will reduce future repairs and rehabilitation costs.

Funding Source: FAA Funds (via block grant) - \$24,000; State Restricted Aeronautics Funds - \$5,250; Wexford County Airport Authority Funds - \$750; Contract Total - \$30,000.

Commitment Level: The contract has a fixed cost for construction.

Risk Assessment: If the contract is not awarded, the project may not proceed as planned, as the local government cannot afford the cost at this time without state participation.

Cost Reduction: The construction was bid through MDOT and awarded to the lowest bidder. There were five bidders.

Selection: N/A.

New Project Identification: This is routine maintenance.

Zip Code: 49601.

* Denotes a non-standard contract/amendment

52. MULTI-MODAL (Aeronautics) - Airport Layout Plan Update

Contract (2005-0546) between MDOT and the Antrim County Board of Commissioners will provide federal and state grant funds for the update of the airport layout plan (ALP) at the Antrim County Airport in Bellaire, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through three years. The estimated project amount will be \$50,700. Source of Funds: FAA Funds (via block grant) - \$40,560; State Restricted Aeronautics Funds - \$8,872; Antrim County Funds - \$1,268.

Purpose/Business Case: To provide for the update of the ALP.

Benefit: The updated ALP will meet current FAA standards and requirements.

Funding Source: FAA Funds (via block grant) - \$40,560; State Restricted Aeronautics Funds - \$8,872; Antrim County Funds - \$1,268; Contract Total - \$50,700.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not awarded, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

Cost Reduction: The consultant contract will be reviewed by MDOT personnel for additional cost reductions.

Selection: N/A.

New Project Identification: This is for the update of an existing document.

Zip Code: 49615.

53. MULTI-MODAL (Aeronautics) - Airport Layout Plan Update

Contract (2005-0547) between MDOT and the City of Monroe will provide federal and state grant funds for the update of the airport layout plan (ALP) at the Monroe Custer Airport in Monroe, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through three years. The estimated project amount will be \$18,000. Source of Funds: FAA Funds (via block grant) - \$14,400; State Restricted Aeronautics Funds - \$3,150; City of Monroe Funds - \$450.

Purpose/Business Case: To provide for the update of the ALP.

Benefit: The updated ALP will meet current FAA standards and requirements.

Funding Source: FAA Funds (via block grant) - \$14,400; State Restricted Aeronautics Funds - \$3,150; City of Monroe Funds - \$450; Contract Total - \$18,000.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not awarded, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

Cost Reduction: The consultant contract will be reviewed by MDOT personnel for additional cost reductions.

Selection: N/A.

New Project Identification: This is for the update of an existing document.

Zip Code: 48161.

54. MULTI-MODAL (Aeronautics) - Relocation of Hangars

Contract (2005-0548) between MDOT and the City of Sandusky will provide federal and state grant funds for the relocation of hangars at the Sandusky City Airport in Sandusky, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$698,070. Source of Funds: FAA Funds (via block grant) - \$490,440; State Restricted Aeronautics Funds - \$181,580; City of Sandusky Funds - \$26,050.

Purpose/Business Case: To provide for the relocation of hangars that are inside the building restriction line. The airport currently does not meet federal standard FAR Part 77 because the hangars were built too close to the safety areas. New hangars will be built and the old ones will be demolished.

Benefit: The completed project will meet current federal standards and requirements.

Funding Source: FAA Funds (via block grant) - \$490,440; State Restricted Aeronautics Funds - \$181,580; City of Sandusky Funds - \$26,050; Contract Total - \$698,070.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not awarded, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

Cost Reduction: The construction was let locally and awarded to the lowest bidder.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48471.

55. MULTI-MODAL (Aeronautics) - Design and Construction of Airport Improvements

Contract (2005-0550) between MDOT and the Iosco County Board of Commissioners will provide state grant funds for the design and construction of the lighting on runway 8/26, the precision approach path indicators (PAPIs), and the runway end identifier lights (REILs) at the Iosco County Airport in East Tawas, Michigan. The contract will be in effect from the date of award through twenty years to comply with a state regulation that requires airports receiving state funding for certain types of projects to remain fully operational for a period of twenty years in accordance with Federal Aviation Administration guidelines. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$230,000. Source of Funds: State Restricted Aeronautics Funds - \$207,000; Iosco County Funds - \$23,000.

Purpose/Business Case: To provide for the design and construction of the lighting on runway 8/26, the PAPIs, and the REILs.

Benefit: Will provide for easier and safer night operations and approach guidance and will enhance the overall safety of the airport for pilots and other airport users.

Funding Source: State Restricted Aeronautics Funds - \$207,000; Iosco County Funds - \$23,000; Contract Total - \$230,000.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not awarded, the project may not proceed as planned, as the local government cannot afford the cost without state participation.

Cost Reduction: The construction was bid through MDOT and awarded to the lowest bidder. There were two bidders.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48730.

56. TRANSPORTATION PLANNING - Metropolitan Planning Organization

Project Authorization (Z28) issued under Master Planning Agreement (2003-0004) between MDOT and the Grand Valley Metropolitan Council (GVMC) will provide for an update to the region's early deployment plan and a review of existing infrastructure, resources, policies, and practices in surface transportation operations as they relate to the region's Intelligent Transportation System (ITS) implementation and operation. The project will include the establishment of a framework and the proposal of formal institutional agreements that will lead to a higher level of integration and coordination among agencies responsible for transportation operations in the regions. The authorization will be in effect from date of award through September 30, 2006. The authorization amount will be \$150,000. The term of the master agreement is October 1, 2002, through December 31, 2006. Source of Funds: 80% Federal Highway Administration Funds and 20% GVMC Funds.

Purpose/Business Case: In compliance with Title 23, Sections 134 and 135; 23 CFR 450.100 - 450.336; 49 USC Chapter 53, Sections 5303 and 5313, a Metropolitan Planning Organization (MPO) is designated for each urbanized area with a population of more than 50,000 by agreement between the governor and the units of general purpose local governments to carry out transportation planning activities.

Benefit: Will provide funding for MPO activities, in compliance with federal regulations.

Funding Source: Dedicated federal funds that must be passed through by the federal regulations cited above to MPOs. 80% Federal Highway Administration Funds (SPR) and 20% GVMC Funds.

Commitment Level: The cost of this project is based on the federally-approved Unified Work Program (UWP) for the MPO. The UWP describes all transportation planning work activities for the fiscal year and includes budgeted dollar amounts. The costs of projects are based on the budgeted amount in the current UWP for the MPO, and the work is expected to be completed in the fiscal year for which it is approved.

Risk Assessment: Failure to comply with the federal regulations cited above could result in the decertification of the MPOs and the inability to spend millions of dollars for transportation planning activities throughout the state.

Cost Reduction: The costs of planning activities are negotiated by the local agency/MPO. Review and concurrence are performed at the state level, and approval is given at the federal level. The costs of planning activities/equipment are commensurate with the overall budget for the local planning agency for the fiscal year.

Selection: N/A.

New Project Identification: This is an on-going project for transportation planning administrative grants.

Zip Code: 49503.

57. TRANSPORTATION PLANNING – Regional Planning Organization

Project Authorization (Z4) issued under Master Planning Agreement (2006-0015) between MDOT and the Eastern Upper Peninsula Regional Planning & Development Commission will provide for an examination of existing non-motorized trail connections throughout Sault Ste. Marie, Michigan, to determine the most cost-effective methods of addressing non-motorized accommodations issues and to provide alternatives to expanding the existing bridges to accommodate non-motorized traffic. The authorization will be in effect from the date of award through September 30, 2006. The authorization amount will be \$47,245. The term of the master agreement is October 1, 2005, through September 30, 2008. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Michigan Transportation Funds.

Purpose/Business Case: The fourteen regional planning organizations (RPOs) are authorized under Public Act 281 of 1945, and funding is appropriated through Public Act 51 of 1951.

Benefit: The RPOs provide invaluable assistance to MDOT on a variety of local, regional, and statewide planning projects, such as data collection, project assistance and administration, and organization of MDOT public meetings.

Funding Source: 80% Federal Highways Administration Funds and 20% State Restricted Michigan Transportation Funds.

Commitment Level: RPO costs are fixed and limited by line item appropriation.

Risk Assessment: The RPOs provide an invaluable extension of MDOT resources. The risk of not performing these activities would be an increased workload for MDOT personnel.

Cost Reduction: The cost of funding the RPO program is fixed by our state legislature. Cost reductions can only occur through legislation.

Selection: N/A.

New Project Identification: This is an on-going project for transportation planning administrative grants.

Zip Code: 49783.

58. TRANSPORTATION PLANNING - Regional Planning Organization

Project Authorization (Z4) issued under Master Planning Agreement (2006-0017) between MDOT and the Northeast Michigan Council of Governments will provide for the development of an Access Management Plan for M-55 in the Houghton Lake area from US-27 to the Denton Township boundary, east of M-18 north. The plan will include, but not be limited to, recommendations to manage growth, reduce congestion, enhance safety, improve roadway capacity, consolidate and eliminate driveways when possible, improve intersections, improve driveway configurations and spacing, study speed and signalization improvements, enhance non-motorized travel throughout the corridor, and enhance communication between local units of government and MDOT. The authorization will be in effect from the date of award through September 30, 2006. The authorization amount will be \$82,500. The term of the master agreement is October 1, 2005, through September 30, 2008. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: The fourteen regional planning organizations (RPOs) are authorized under Public Act 281 of 1945, and funding is appropriated through Public Act 51 of 1951.

Benefit: The RPOs provide invaluable assistance to MDOT on a variety of local, regional, and statewide projects, such as data collection, project assistance and administration, and organization of MDOT public meetings.

Funding Source: 80% Federal Highway Administration Funds (State Planning and Research) and 20% State Restricted Trunkline Funds.

Commitment Level: RPO costs are fixed and limited by line item appropriation.

Risk Assessment: The RPOs provide an invaluable extension of MDOT resources. The risk of not performing these activities would be an increased workload for MDOT personnel.

Cost Reduction: The cost of funding the RPO program is fixed by our state legislature. Cost reductions can only occur through legislation.

Selection: N/A.

New Project Identification: This is an on-going project for transportation planning administrative grants.

Zip Code: 49735.

59.

TRANSPORTATION PLANNING – Regional Planning Organization

Project Authorization (Z3) issued under Master Planning Agreement (2006-0025) between MDOT and the Western Upper Peninsula Planning & Development Regional Commission will provide for a study of the corridors in the village of Ontonagon, identification of deficiencies, development of access management plans, and development of access management zoning ordinance language to be adopted by local government units. The authorization will be in effect from the date of award through September 30, 2006. The authorization amount will be \$97,000. The term of the master agreement is October 1, 2005, through September 30, 2008. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Michigan Transportation Funds.

Purpose/Business Case: The fourteen regional planning organizations (RPOs) are authorized under Public Act 281 of 1945, and funding is appropriated through Public Act 51 of 1951.

Benefit: The RPOs provide invaluable assistance to MDOT on a variety of local, regional, and statewide planning projects, such as data collection, project assistance and administration, and organization of MDOT public meetings.

* Denotes a non-standard contract/amendment

Funding Source: 80% Federal Highways Administration Funds and 20% Michigan Transportation Funds.

Commitment Level: RPO costs are fixed and limited by line item appropriation.

Risk Assessment: The RPOs provide an invaluable extension of MDOT resources. The risk of not performing these activities would be an increased workload for MDOT personnel.

Cost Reduction: The cost of funding the RPO program is fixed by our state legislature. Cost reductions can only occur through legislation.

Selection: N/A.

New Project Identification: This is an on-going project for transportation planning administrative grants.

Zip Code: 49931.

60.

TRANSPORTATION PLANNING – Metropolitan Planning Organization

Project Authorization (Z1) issued under Master Planning Agreement (2006-0026) between MDOT and TC-TALUS Policy Board will provide for the conduct of comprehensive and continuing transportation and land-use planning activities in the Traverse City area. The authorization will be in effect from the date of award through September 30, 2006. The authorization amount will be \$30,000. The term of the master agreement is October 1, 2005, through September 30, 2008. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: In compliance with Title 23, Sections 134 and 135; 23 CFR 450.100 - 450.336; 49 USC Chapter 53, Sections 5303 and 5313, a Metropolitan Planning Organization (MPO) is designated for each urbanized area with a population of more than 50,000 by agreement between the governor and the units of general purpose local governments to carry out transportation planning activities.

Benefit: Will provide for funding for MPO activities, in compliance with federal regulations.

Funding Source: Dedicated federal funds that must be passed through by federal regulations cited above to MPOs. 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: The cost of this project is based on the federally-approved Unified Work Program (UWP) for the MPO. The UWP describes all transportation planning work activities for the fiscal year and includes budgeted dollar amounts. The costs of projects are based on the budgeted amount in the current UWP for the MPO, and the work is expected to be completed in the fiscal year for which it is approved.

Risk Assessment: Failure to comply with the federal regulations cited above could result in the decertification of the MPOs and the inability to spend millions of dollars for transportation planning activities throughout the state.

Cost Reduction: The costs of planning activities are negotiated by the local agency/MPO. Review and concurrence are performed at the state level, and approval is given at the federal level. The costs of planning activities/equipment are commensurate with the overall budget for the local planning agency for the fiscal year.

Selection: N/A.

New Project Identification: This is an on-going project for transportation planning administrative grants.

Zip Code: 49685.

In accordance with MDOT's policies and procedures and subject to concurrence by the Federal Highway Administration, the preparation and award of the appropriate documents approved by the Attorney General, and compliance with all legal and fiscal requirements, the Director recommends for approval by the State Administrative Board the items on this agenda.

The approval by the State Administrative Board of these contracts does not constitute the award of same. The award of contracts shall be made at the discretion of the Director-Department of Transportation when the aforementioned requirements have been met. Subject to exercise of that discretion, I approve the contracts described in this agenda and authorize their award by the responsible management staff of MDOT to the extent authorized by, and in accordance with, the December 14, 1983, resolution of the State Transportation Commission and the Director's delegation memorandum of July 14, 2003.

Respectfully submitted,

Gloria J. Jeff
Director

Funding Source:

75197A

Federal Highway Administration Funds 81.85 %

State Restricted Trunkline Funds 18.15 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline network, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

Cost Reduction: Reduced roadway maintenance costs.

Selection: Low bid.

New Project Identification: Rehabilitation.

Zip Code: 48827.

2.	LETTING OF SEPTEMBER 09, 2005	ENG. EST.	LOW BID
	PROPOSAL 0509036	\$ 6,022,816.25	\$ 6,237,853.79
	PROJECT NH 27021-48344, ETC		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - JUNE 15, 2007		3.57 %

5.02 mi of hot mix asphalt cold milling and resurfacing, joint repairs, drainage and guardrail improvements on US-2 from the Wisconsin/Michigan state line easterly and from Old US-2 easterly to Eddy street, 3 structures with deck replacements and painting, 2 structures with slab reconstructions and joint replacements in the cities of Wakefield, Bessemer, and Ironwood, Gogebic County.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Payne & Dolan, Inc.	\$ 6,271,163.79	\$ 6,237,853.79	1 **
Mathy Construction Company	\$ 6,317,952.36	Same	2
Bacco Construction Company			

2 Bidders

Purpose/Business Case: This project is a combination of bridge and road preservation. The Road and Bridge Program goal is to have 95% of bridges and freeways and 85% of non-freeways under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst roads and bridges first and extending the life of other identified roads and bridges to keep them in good condition.

Benefit: MDOT attempts to maximize the benefits of road and bridge preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition.

Funding Source:

48344A		
Federal Highway Administration Funds	81.85	%
State Restricted Trunkline Funds	18.15	%
72905A		
Federal Highway Administration Funds	80.00	%
State Restricted Trunkline Funds	20.00	%
73590A		
State Restricted Trunkline Funds	100	%
78601A		
State Restricted Trunkline Funds	100	%
83237A		
Federal Highway Administration Funds	80.00	%
State Restricted Trunkline Funds	20.00	%
M10601		
State Restricted Trunkline Funds	100	%

Commitment Level: The contract cost is not fixed. It is based on the engineer=s best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline network and bridges, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

Cost Reduction: Reduced roadway maintenance costs.

Selection: Low bid.

New Project Identification: Rehabilitation.

Zip Code: 49911.

3.	LETTING OF SEPTEMBER 09, 2005	ENG. EST.	LOW BID
	PROPOSAL 0509038	\$ 2,931,142.00	\$ 2,783,198.11
	PROJECT BHI 82111-79778		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - JUNE 30, 2006		-5.05 %

Bridge rehabilitation on 7 structures on I-94 over Beech-Daly Road, I-75 over 14 Mile Road, and I-375 under Madison Avenue Ramp, Larned Street, Jefferson Avenue and Hastings Street in the cities of Detroit, Taylor, Madison Heights, and Troy, Wayne and Oakland Counties.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Posen Construction, Inc.	\$ 2,783,198.11	Same	1 **
C.A. Hull Co., Inc.	\$ 2,811,770.88	Same	2
Walter Toebe Construction Co.	\$ 2,892,088.88	Same	3
E. C. Korneffel Co.	\$ 2,895,116.17	Same	4
J. Slagter & Son Construction Co.	\$ 3,957,704.15	Same	5
Icarus Industrial Painting & Cont.			
Midwest Bridge Company			
Anlaan Corporation			

5 Bidders

Purpose/Business Case: MDOT's Bridge Preservation Program goal is to have 95% of freeway bridges and 85% of non-freeway bridges under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst bridges first and extending the life of bridges to keep them in good condition.

Benefit: MDOT attempts to maximize benefits by using an asset management philosophy that develops programs that are prioritized projects based on such factors as traffic volume, cost/benefit, ride quality, safety, user savings, maintenance savings, and condition of bridges.

Funding Source:

79778A

Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline bridges, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

Cost Reduction: Reduced roadway maintenance costs.

Selection: Low bid.

New Project Identification: Rehabilitation.

Zip Code: 48075 region-wide.

4.	LETTING OF SEPTEMBER 09, 2005	ENG. EST.	LOW BID
	PROPOSAL 0509060	\$ 446,291.04	\$ 439,109.31
	PROJECT M 82023-84061		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - 7 days after award		
	COMPLETION DATE - DECEMBER 20, 2005		-1.61 %

Fascia beam full painting and concrete surface coating on three bridges over I-94, in the city of Detroit, Wayne County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Atsalis Brothers Painting Co.	\$ 439,109.31	Same	1 **
Icarus Industrial Painting & Cont.	\$ 575,682.99	Same	2

2 Bidders

Purpose/Business Case: MDOT's Bridge Preservation Program goal is to have 95% of freeway bridges and 85% of non-freeway bridges under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst bridges first and extending the life of bridges to keep them in good condition.

Benefit: MDOT attempts to maximize benefits by using an asset management philosophy that develops programs that are prioritized projects based on such factors as traffic volume, cost/benefit, ride quality, safety, user savings, maintenance savings, and condition of bridges.

Funding Source:

84061A

State Restricted Trunkline Funds	100 %
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Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline bridges, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

Cost Reduction: Reduced roadway maintenance costs.

Selection: Low bid.

New Project Identification: Rehabilitation.

Zip Code: 48219.

5.	LETTING OF SEPTEMBER 09, 2005	ENG. EST.	LOW BID
	PROPOSAL 0509067	\$ 295,352.73	\$ 307,031.19
	PROJECT IM 77111-59631		
	LOCAL AGRMT. 05-5354	% OVER/UNDER EST.	
	START DATE - 10 days after award		
	COMPLETION DATE - NOVEMBER 05, 2005		3.95 %

0.24 mi of ramp widening on I-94, eastbound off ramp to Blue Water Bridge Plaza, in the city of Port Huron, St. Clair County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Pamar Enterprises, Inc.	\$ 307,031.19	Same	1 **
L.J. Construction, Inc.	\$ 320,741.00	Same	2
Boddy Construction Company, Inc.	\$ 321,238.00	Same	3
Dan's Excavating, Inc.	\$ 329,766.28	Same	4
M. L. Chartier Excavating, Inc.	\$ 332,321.50	Same	5
Raymond Excavating Company	\$ 356,142.55	Same	6
Peake Contracting, Inc.			
Ajax Paving Industries, Inc.			
Fisher Contracting Company			
Barrett Paving Materials, Inc.			
Weston Transport, Inc.			

6 Bidders

Purpose/Business Case: MDOT's Road Preservation Program goal is to have 95% of freeways and 85% of non-freeways under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst roads first and extending the life of other identified roads to keep them in good condition.

Benefit: MDOT attempts to maximize the benefits of road preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, usersavings, maintenance savings, and condition.

Funding Source:

59631A

Federal Highway Administration Funds	90.00 %
City of Port Huron	0.88 %
State Restricted Trunkline Funds	9.12 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline network, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

Cost Reduction: Reduced roadway maintenance costs.

Selection: Low bid.

New Project Identification: Rehabilitation.

Zip Code: 48060.

6.	LETTING OF SEPTEMBER 09, 2005	ENG. EST.	LOW BID
	PROPOSAL 0509068	\$ 223,700.12	\$ 274,485.03
	PROJECT BHN 46062-80354		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - NOVEMBER 15, 2005		22.70 %

Bridge rehabilitation including joint replacement, thin epoxy overlay, steel repairs, deck, sidewalk and substructure patching on US-223 over the River Raisin, in the village of Blissfield, Lenawee County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
C.A. Hull Co., Inc.	\$ 274,485.03	Same	1 **
J. Slagter & Son Construction Co.	\$ 299,795.04	Same	2
Anlaan Corporation	\$ 364,592.53	Same	3
Walter Toebe Construction Co.			
L. W. Lamb, Inc.			
Davis Construction, Inc.			
Midwest Bridge Company			

3 Bidders

Purpose/Business Case: MDOT's Bridge Preservation Program goal is to have 95% of freeway bridges and 85% of non-freeway bridges under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst bridges first and extending the life of bridges to keep them in good condition.

Benefit: MDOT attempts to maximize benefits by using an asset management philosophy that develops programs that are prioritized projects based on such factors as traffic volume, cost/benefit, ride quality, safety, user savings, maintenance savings, and condition of bridges.

Funding Source:

80354A

Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline bridges, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

Cost Reduction: Reduced roadway maintenance costs.

Selection: Low bid.

New Project Identification: Rehabilitation.

Zip Code: 49228.

Hot mix asphalt paving of parking area, new hot mix asphalt driveway, culvert installation, and permanent pavement markings at Tahquamenon Park scenic picnic area on M-123, 17.3 mi north of the intersection of M-28, Chippewa County.

3 Bidders

Purpose/Business Case: The Transportation Enhancement Program is included in TEA-21, which sets aside funding for transportation enhancement activities and defines allowable enhancement activities. These funds cannot be used to build or repair roads.

Funding Source:

Federal Highway Administration Funds	80.00	%
MDNR	8.20	%
State Restricted Trunkline Funds	11.80	%

Risk Assessment: Loss of Federal funds. If funds are not used under the enhancement guidelines, they are redistributed to other states for additional enhancement activities in those states.

Selection: Low bid.

Zip Code: 49768.

0.10 mi of hot mix asphalt widening for right turn lane, curb and gutter, and guardrail upgrade on M-104 eastbound from west of Krueger Street easterly, Ottawa County.

10 Bidders

Benefit: Reduction in transportation related emissions and traffic congestion.

44495A

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Cost Reduction: Less traffic congestion and/or reduced maintenance costs due to increased carpooling.

New Project Identification: Rehabilitation.

Zip Code: 49456.

Geometric improvements and traffic signal loop work at the intersections of M-58/Berberovich Street, M-58/M-47/State Road, M-83/Genesee Street and M-47/M-46, in the city of Frankenmuth, Saginaw County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Pyramid Paving/Porath Contractors	\$ 127,215.64	Same	1 **
Cobblestone Pavers, LLC	\$ 144,468.73	Same	2
Lois Kay Contracting Co.	\$ 146,927.63	Same	3
Zito Construction Co.	\$ 182,113.90	Same	4
Pyramid Paving & Contracting			

Purpose/Business Case: The Traffic and Safety Program preserves the integrity of MDOT's safety assets and addresses spot locations on the trunkline system exhibiting a correctable pattern through a strategy of cost-effective treatments.

Funding Source:

State Restricted Trunkline Funds	100	%
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Zip Code: 48603.

Hot mix asphalt resurfacing of existing car pool lot at I-96/Spencer Road interchange, Livingston County.

3 Bidders

Zip Code: 48116.

12. LETTING OF SEPTEMBER 09, 2005 ENG. EST. LOW BID
 PROPOSAL 0509080 \$ 80,680.50 \$ 92,196.60
 PROJECT M 67021-85038
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - OCTOBER 17, 2005
 COMPLETION DATE - 3 working days 14.27 %

0.34 mi of hot mix asphalt cold milling and resurfacing
 on US-10, at US-10BR (Chestnut Street) and
 Patterson Road in the city of Reed City, Osceola County.

A 2005 highway preventive maintenance project.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Rieth-Riley Construction Co., Inc.	\$ 92,196.60	Same	1 **
Central Asphalt, Inc.	\$ 115,813.80	Same	2

2 Bidders

Purpose/Business Case: The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

Benefit: These treatments delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

Funding Source:

85038A

State Restricted Trunkline Funds 100 %

Commitment Level: The contract cost is not fixed. It is based on the engineer=s best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of injury/accidents due to existing surface conditions.

Cost Reduction: Lower vehicle maintenance costs.

Selection: Low bid.

New Project Identification: Maintenance.

Zip Code: 49677.

LOCAL PROJECTS

13. LETTING OF SEPTEMBER 09, 2005
 PROPOSAL 0509008 \$ 411,790.60 \$ **434,644.72**
 PROJECT SUG 82400-84714
 LOCAL AGRMT. 05-5357 % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - NOVEMBER 30, 2005 5.55 %

Install new pavement markings, including stop bars, border line crosswalks, symbols, legends and islands marked with polyurea pavement markings on various streets at 190 intersections and major crosswalks in the city of Detroit, Wayne County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
P.K. Contracting, Inc.	\$ 434,644.72	Same	1 **
R. S. Contracting, Inc.			

1 Bidder

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

84714A
 Federal Highway Administration Funds 100 %

Selection: Low bid.

Zip Code: 48226.

14. LETTING OF SEPTEMBER 09, 2005
 PROPOSAL 0509009 \$ 321,619.25 \$ **339,052.49**
 PROJECT EDDF 17555-76696
 LOCAL AGRMT. 05-5334 % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - NOVEMBER 12, 2005 5.42 %

3.5 mi of hot mix asphalt resurfacing, shoulders, culverts and pavement markings on Nine Mile Road from M-129 easterly to Riverside Road, Chippewa County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Payne & Dolan, Inc.	\$ 339,052.49	Same	1 **
Rieth-Riley Construction Co., Inc.	\$ 389,572.77	Same	2
Norris Contracting, Inc.			
Bacco Construction Company			

2 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Purpose/Business Case: The project is for the reconstruction of a Federal Aid route under local jurisdiction. This project was selected through a process outlined in the Transportation Equity Act for the 21st Century by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the Federal aid highway system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

76696A

Chippewa County	14.00 %
Federal Highway Administration Funds	77.00 %
State Restricted Trunkline Funds	9.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the Federal funds must be returned to the Federal government for use in another Federal aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of Federal regulation and MDOT specifications.

Selection: Low bid.

New Project Identification: Resurfacing.

Zip Code: 49783.

15.	LETTING OF SEPTEMBER 09, 2005	ENG. EST.	LOW BID
	PROPOSAL 0509045	\$ 411,382.53	\$ 416,839.89
	PROJECT EDDF 17555-51689		
	LOCAL AGRMT. 05-5358		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - JUNE 10, 2006		1.33 %

2.0 mi of hot mix asphalt paving, subbase, aggregate base and pavement marking on Homestead Road from 9 Mile Road southerly to 11 Mile Road on Sugar Island, Chippewa County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Norris Contracting, Inc.	\$ 416,839.89	Same	1 **
Burton Excavating, Inc.	\$ 453,210.45	Same	2
Oberstar, Inc.			
A. Lindberg & Sons, Inc.			
M & M Excavating Co., Inc.			
Payne & Dolan, Inc.			
Bacco Construction Company			
Rieth-Riley Construction Co., Inc.			

2 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Purpose/Business Case: The project is for the reconstruction of a Federal Aid route under local jurisdiction. This project was selected through a process outlined in the Transportation Equity Act for the 21st Century by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the Federal aid highway system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

51689A

Chippewa County	15.00 %
Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	5.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the Federal funds must be returned to the Federal government for use in another Federal aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of Federal regulation and MDOT specifications.

Selection: Low bid.

New Project Identification: Reconstruction.

Zip Code: 49783.

In accordance with MDOT's policies and procedures and subject to concurrence by the Federal Highway Administration, the preparation and award of the appropriate documents approved by the Attorney General, and compliance with all legal and fiscal requirements, the Director recommends for approval by the State Administrative Board the items on this agenda.

The approval by the State Administrative Board of these contracts does not constitute the award of same. The award of contracts shall be made at the discretion of the Director-Department of Transportation when the aforementioned requirements have been met. Subject to exercise of that discretion, I approve the contracts described in this agenda and authorize their award by the responsible management staff of MDOT to the extent authorized by, and in accordance with, the December 14, 1983, resolution of the State Transportation Commission and the Director's delegation memorandum of July 14, 2003.

Respectfully submitted,

Gloria J. Jeff
Director